GOVERNMENT OF INDIA
ROAD TRANSPORT AND HIGHWAYS
LOK SABHA

UNSTARRED QUESTION NO:539
ANSWERED ON:09.12.2013
MAHATMA GANDHI SETHU
Yadav Shri Hukamdeo Narayan

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

to the reply given to Starred Question No. 2059 dated 19.08.2013 regarding Mahatma Gandhi Setu and state;

(a) whether the damage to the bridge has taken place due to lack of full tension in the ropes and if so, the details thereof along with the reasons for not taking action against the persons held guilty;

(b) the reasons for weakening and bending down of span No. 42,43 and 44 of the bridge;

(c) the details of the amount spent on the repair of bridge till date and the present capacity of the bridge to carry weight in tonnes; and

(d) the action taken or proposed to be taken for negligence in the construction of this bridge including its Detailed Project Report?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATHYANARAYANA)

(a) No Madam. The tension in the cables was provided as per prevailing technical standards during the time of construction.

(b) Weakening and bending of span No. 42, 43 and 44 is due to loss of prestress in the cables. Patna side arm of span No. 44 of Mahatma Gandhi Sethu has dropped excessively due to rusting of cables.

(c) Till date Ministry has sanctioned Rs. 180.35 Crores for reconstruction and repair of the bridge. As per rating of the bridge the load carrying capacity of upstream lane is 15.2 tonnes and downstream lane is 32.0 tonnes.

(d) The detail design and construction of the bridge was done by M/s Gammon India Ltd. The upstream lane was constructed in 1982 and downstream lane was constructed in 1987. Till date no action has been taken or proposed against the company M/s Gammon India Ltd.